Southern Pacific Bulletin

PACIFIC LINES MARCH—APRIL 1948





Essay-winner Lora Finley (right), with her teacher, Florence Kenworthy, and C. A. Veale, vice president and general manager, NWP, aboard the Freedom Train during its exhibition in San Francisco.

HIGH SCHOOL GIRL, INSPIRED BY SP FILM, WRITES PRIZE-WINNING ESSAY

DURING a recent exhibition of our film, "This Is My Railroad," at points on the Northwestern Pacific Railroad, a showing was held at the Fortuna Union High School. School Superintendent G. J. Badura was impressed so strongly by the film's educational value he announced to the 600 students he would give a free trip to visit the *Freedom Train* in San Francisco for the best essay on lessons learned from the film.

After a careful check of hundreds of entries, a 15-year-old sophomore, Lora Finley, was named the winner. Lora, a healthy, intelligent, typical American girl, is majoring in science and mathematics, but she also takes more than a passing interest in national and world affairs as her winning essay, "Railroads and Government," shows.

In "This Is My Railroad," Lora saw more than the breath-taking scenes that make the picture one of the most beautiful ever filmed. She saw the necessity of unity and teamwork in smoothly-geared operation; she recognized the value of skilled personnel and the importance of keeping equipment in workable shape; she became aware of the ceaseless care and effort that are spent in providing good service to the public; and many other factors essential to successful railroading. And in these she found a "lesson in cooperative government that can be very useful if it is carefully studied and scrupulously applied," as she explains in her essay, reprinted below.

Lora's visit to the *Freedom Train* was made as the guest of C. A. Veale, vice president and general manager of Northwestern Pacific. Also accompanying her on the 266-mile trip to San Francisco were her teacher, Mrs. Florence Kenworthy, and Mrs. Veale.

Railroads and Government

By Lora Finley

BOX CARS from Dixie, cattle cars from Chicago, and reefers from California crossing the lines into forty-eight states stir my imagination. Why can't the governments of the world be organized like the railroads? Railroad operation teaches a lesson in cooperative government that can be very useful if it is carefully studied and scrupulously applied.

Railroads are united in serving the public. The people's likes and dislikes, their wants and needs are consulted before any great changes take place. The interior decoration of a dining car and the construction of a stock car are of equal importance. Comfort is a rule.

In passing a law or electing a president, the people's wants and needs should be consulted. The government, like the railroad, is run on the general public's likes and dislikes.

Split-second operation is evidence of unity. Each division has many parts: superintendent, office workers, round house and shops, dispatchers, train crews, track crews, linemen, and station agents. One breakdown or slip in any part causes failure of the whole.

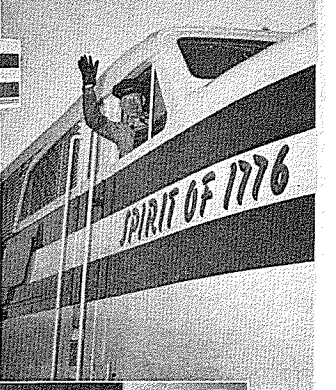
The methodical tearing-down and rebuilding of equipment, engines, box cars, and other rolling stock is an example that could be held up to our lawmakers. Any law that is as conscientiously constructed as the equipment used by the railroad is sure to stand the wearing of time.

Weather is an important factor in railroading. A snowplow may clear the tracks during a blizzard, but an engineer has to operate the plow. The track must be kept in repair at all times; so a crew of "gandy dancers" must be on the alert; a track-walker must use his eyes and report all that he sees. These services are taken for granted, and only the unusual or heroic deed is publicized.

Everyone rides on railroads at one time or another. Some take the drawing room, others ride the Pullmans or chair cars. The crew men have their freight caboose, thus completing the roster of citizens traveling by train. Railroads present a cross-section of the country's population.

Like the railroads, the government serves every one, the rich and the poor alike. The government insures the rights of all the people to talk, to think, and to act as they please as long as no one else has his rights encroached upon. The government helps everyone reach his goal in life, to be successful and happy, just as the railroads take him to his destination when traveling.





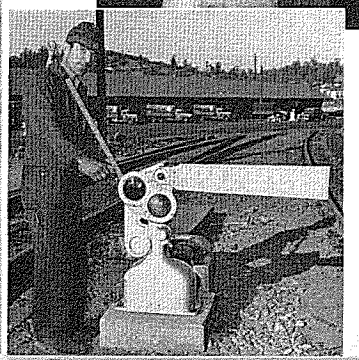
SOUTHERN PACIFIC opened its switches in February, March and April to welcome the *Freedom Train* on the southwestern, western and northwestern parts of its 33,000 mile tour of the nation. Carrying a precious cargo of 128 documents of American history, the seven-car, diesel-powered train rolled onto Pacific Lines at El Paso on Feb. 18. Previously it had been on exhibition on T&NO Lines in Texas and Louisiana. It traveled through New Mexico, Arizona, California, Nevada, Utah and Oregon, winding up its stay on our lines at Salem on April 7. Movement of "Spirit of 1776," sponsored by the American Heritage Foundation, was directed by General Superintendent of Transportation C. H. Grant. The train was given the same handling as a Presidential Special, except that it was not preceded by a "pilot train." On every hop it was accompanied by the division superintendent, in addition to its regular complement of 27 Marine Guards. Thousands of persons turned out to see the train at every stop and its arrival was the signal for big welcoming programs with civic leaders and SP representatives taking part. The *Freedom Train* will visit every state on its year-long tour, to remind Americans of the principles which gave our country its freedom and independence. Among the priceless documents it carries are the Bill of Rights, Declaration of Independence and an early draft of the Constitution.

At home in the cab of the diesel power unit of the *Freedom Train* is Engineer Myron D. Neff, who pilots the *City of San Francisco* over the Western Division. Neff, whose smiling countenance appears on this month's cover, has been an SP railroader since 1909.





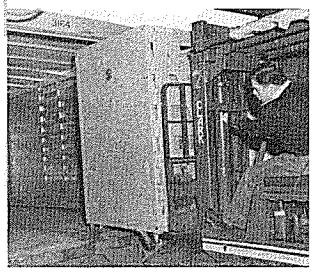
Welcoming committee for the *Freedom Train's* San Francisco arrival was headed by Mayor Elmer Robinson, who was accompanied through the train by (front row, l-r) Mrs. Robinson, T. L. Chess, general passenger agent; R. M. Gilmore, assistant to vice pres., system passenger traffic; Walter O'Brien, *Freedom Train* director. Behind Chess is Paul Robinson, recently-appointed superintendent of transportation (see page 14). Left: School children of various national origin, color and creed are seriously impressed as they examine America's historic documents.



A low semaphore installation at Los Angeles River Station was rigged up with special manual control by Signal Maintainer George Riddle so Mayor Bowron could personally set the "proceed" signal for the *Freedom Train's* visit. Signal Supervisor Arlo Kraut authorized the special temporary installation in line with the Company's all-out participation in the *Freedom Train* movement.



At San Francisco, packages of LCL merchandise are loaded into container by Posey Sams, freight handler, for transfer to San Rafael. Formerly these would have been placed on hand trucks, wheeled into van, taken off trucks and stowed in van.



Now, loaded container is placed in van by lift truck, operated here by Richard Ferrell. Note skids on bottom of container which allow it to slide easily into place in van.

Faster Loading, Fewer Claims With

NEW LCL CONTAINERS

"DON'T put all your eggs in one basket" has been accepted as sound advice for many years, but now come a couple of railroaders to prove it isn't always so.

They are Jack Sherbourne, assistant supervisor of merchandise service for Southern Pacific, and Charles Kennedy, station supervisor for NWP.

The "eggs" in this instance are the assorted packages and articles that make up a large part of our LCL merchandise shipments. The "basket" is a wooden container, four feet wide, six feet high, with a capacity of 62 cubic feet, and a load limit of 3500 pounds. Use of the container to move many pieces of freight as a unit load, rather than separately, has speeded service, reduced freight handling costs and eliminated practically all possibility of damage to freight from being handled or while it is in transit.

Sherbourne's headquarters are in San Francisco, Kennedy's are in San Rafael, and it was the method of handling LCL merchandise freight between the two cities that gave them the idea of putting a lot of "eggs" in one "basket."

Under the old method, when a shipment had been picked up at the shipper's door and brought to the SF freight shed, it was unloaded on the platform, then reloaded into vans for transfer to San Rafael. There it again was unloaded, segregated, and loaded into trucks or freight cars, depending upon its destination. All of the loading and unloading was done "piecemeal" with hand trucks.

The time allowed for the principal part of this operation was three and a half hours, the freight having to be out of the San Francisco sheds and into sealed cars and rolling in that time. With an average daily load ranging between 160,000 and 180,000 pounds, there were days when it just couldn't be done, delaying some shipments a day.

The bottleneck in this operation, Sherbourne and Kennedy reasoned, was the operation which required piling small packages on a hand truck in San Francisco, wheeling them into a van, unloading them by hand truck at San Rafael, and reloading them by hand truck into another truck or box car. Since many of the packages were going to one destination, why not consolidate them at the point of origin and handle them as a unit until they were delivered? The idea is so simple you wonder why it hadn't been thought of a long time ago. But so is the law of gravity, yet things had been falling in the same direction for thousands of years before Isaac Newton got around to finding out why.

Kennedy and Sherbourne drew plans for their container, got the West Oakland Mill to build a couple, and tried them out with heartening results. They found that by loading the containers with merchandise going to a single destination, it was possible to load and unload a van in approximately one-sixth the time it formerly took. The simplicity of the operation is illustrated in the pictures on this page. As a result of the time saved, the transfer from San Francisco can be finished 45 minutes later than before, and still get every item of freight moving on its way the day it is shipped.

Furthermore, it was discovered, the chances of damage were lessened by greatly reducing the number of times each package had to be handled. Evidence of this is in the fact that in January of this year, when the containers have been in use, damage to freight at Northwestern Pacific points has dropped approximately 50 per cent below the figures for the same period in 1947. This reduction, and the improvement in service, are important to both the railroad and the customers.

Since the use of the containers was introduced in September, 1947, the operation has been extended to merchandise loadings from San Francisco and Oakland to Auburn and Placerville.

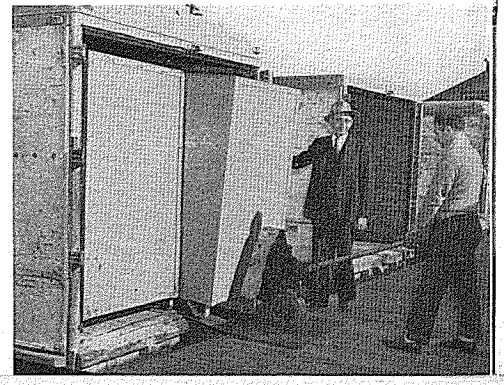
This is another example of how Southern Pacific folks are giving thought to the vital subject of freight claim prevention, one of the most important on the railroad. It has been estimated that the national freight claim bill for 1947 will approximate the staggering figure of $120,000,000.

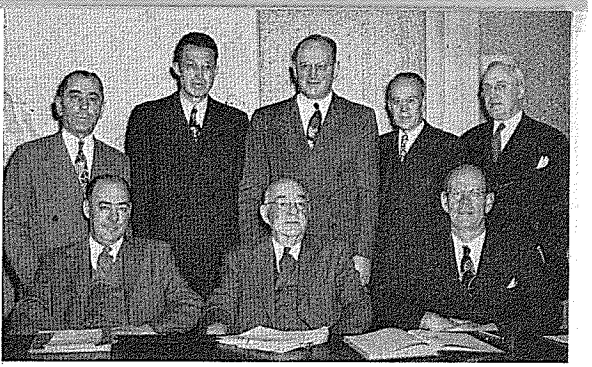
The new containers are an adjunct to increased mechanization in merchandise handling. The mechanized equipment already in service on Southern Pacific before the war was augmented in wartime because of the enlarged volume of less-than-carload merchandise traffic originating and moving through freight station facilities. After the war the mechanization program was given a new stimulus when the *Overnight* merchandise trains were again placed in operation and speed became an increasingly important factor in service on less-than-carload traffic.

J. N. Sherbourne (left) asst. supvr. merchandise service, points to metal guide on floor of van which keeps containers in place against wall. At right is Charles Havens, section foreman, SF freight sheds.

At San Rafael, containers are removed from van by hydraulic hand lift. They will be transferred to other van or freight cars according to destination. If entire content of container is going to a single consignee it remains intact until it reaches his door. Operating hand lift in this picture is T. Dell'Era, watching the operation is Charles Kennedy, station supervisor, San Rafael.







EMPLOYES MUTUAL BENEFIT ASSOCIATION DIRECTORS (NAMES BELOW)

EMBA Celebrates 68th Birthday

FROM a membership of 20 to more than 11,500 is the record growth of the Employes Mutual Benefit Association as it approaches its 68th birthday.

It was on May 8, 1880, that a score of Central Pacific and Southern Pacific employes met to form an association whose object was to provide a thrifty form of death benefit insurance to its members. It was incorporated under the laws of the State of California as "The Central and Southern Pacific Railroad Employes Mutual Benefit Association" but today it is more familiarly known as the "EMBA."

During its existence EMBA has paid out in death benefits over $3,800,000. It is a non-profit organization. All surplus goes into its death benefit reserve, which today totals $2,600,000, all in cash or registered US Government Bonds. This reserve, says President H. I. Benjamin, adequately protects against adverse conditions that might arise. The government bonds are fully paid for and are owned by EMBA free of any liens.

Membership in the association is divided into three classes: Class A, $1,000 death benefit; Class B, $2,000; Class C, $3,000. Premium rates are determined according to the age of the member at the time he joins. A person joining at age 45, for example, will pay more than one who joins at 25. Once he joins, however, a member's rate does not increase as he grows older.

EMBA has no salaried officers, other than the secretary, assistant secretary and medical director. Officers and directors serve without pay, there are no stockholders and the association is controlled and managed solely by its members.

Directors of EMBA, with exception of A. A. Lowe, superintendent of safety, are shown in the picture above. Seated, left to right: R. E. Wedekind, general attorney; H. I. Benjamin, vice chairman system committee on insurance; S. M. Houston, assistant general superintendent motive power. Standing: R. C. Herda, asst. general manager, PFE; H. R. Hughes, assistant general manager; P. J. Kendall, general auditor; A. L. Wilson, retired auditor payroll accounts; H. W. Klein, freight traffic manager, rates and divisions. Benjamin is president of the association, Wedekind and Houston are vice presidents.

Railroads as a whole have earned on their net investment a rate of return averaging annually only about 3⅔ per cent in the past twenty-five years.



CLAIM PREVENTION EXPERTS are these members of the Freight Claim Department, who work closely with railroaders and shippers to cut loss and damage. Improvement in package design, proper bracing of shipments in cars, loading and unloading procedures are among their studies. Seated, l-r: E. H. Schmitt, container engineer; A. B. Allen, transportation inspector; E. M. Maher, freight inspector. Standing: R. C. Macomber, transportation inspector, R. L. Hickerson and T. J. Manning, freight inspectors.

BILL BROWN HAS A LOOK at the ANNUAL REPORT



EDITOR'S NOTE: Surveys show that the majority of employes, while not inclined to read their company's annual report, definitely are interested in the results of its yearly operations. In the following article, the highlights of SP's Annual Report for 1947 are presented as they might arise in a discussion between two railroad men, one of them a stockholder and well-informed, the other doubtful but anxious to know more of what becomes of our annual revenue. For SP folks who would like to read the complete 1947 Annual Report, a copy can be borrowed at any division superintendent's office, at general shops superintendents' offices, or can be obtained by writing to the Bureau of News, 65 Market Street, San Francisco, where a limited supply is on hand.

"WHAT'S that you're reading, Bill?"

Yardman Bill Brown, seated on a bench in front of the yard office, looked up at his friend, Fireman Joe Green, and replied: "It's a copy of the Company's Annual Report for 1947."

"Are you a stockholder, Bill?"

"Yes, I am. Like a number of SP men and women I'm one of many small stockholders who have a part ownership in the company. But even if I didn't own any stock, I'd still be interested in knowing how the railroad's making out. You see, Joe, maybe you don't realize it, but as long as our livelihood depends upon our job, our welfare depends on the Company's welfare."

"I see your point, Bill. But tell me, how can you make heads or tails out of the annual reports? Ones I've seen look complicated."

"It's really not hard," Bill answered. "Here, let me give you some of the highlights:

"First, President Mercier says in his message to stockholders that we carried our largest peacetime freight load in 1947, and we did it in the face of a nationwide car shortage. He also said our passenger business last year, while about 30 per cent less than in 1946, was about twice the prewar volume of 1939.

"Now, getting into the report, we find that the money we got from our shippers and passengers amounted to $529,021,014."

"That's a lot of dough, Bill!"

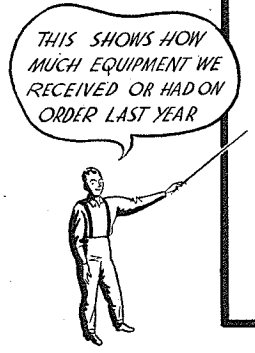
"Yes, it is. But wait a minute. Out of that went $402,242,477 to operate the railroad and maintain the property. Why, wages alone amounted to $256,631,592 and the cost of materials and supplies took another $98,845,020."

"With prices still going up, it's easy to see why everybody is asked to conserve on fuel and other materials."

"Right, Joe. After wages, materials and the other costs of maintaining the property and operating the railroad were paid for, we had $126,778,537 left. Out of that, however, taxes ate up another $61,103,199, including $21,928,244 the company paid for retirement benefits and unemployment insurance. That's strictly for our welfare, Joe, which is one of the reasons I say we've got a big interest in our company's operations."

"Another big expenditure," Bill continued, "was $21,019,407, representing what we paid out in excess of what we took in for hire of equipment and use of joint facilities. This——"

"Hold it, hold it! Give me that again. What does 'hire of equipment and use of joint facilities' mean?"



	Received	On Order	Total
LOCOMOTIVES			
Diesel-electric 6000-HP passenger	5	3	8
Diesel-electric 6000-HP freight	7	33	40
Diesel-electric 1000-HP switchers	23	20	43
FREIGHT CARS			
Box cars	1178	2822	4000
Automobile—box cars	500	...	500
Gondola cars	402	1598	2000
Sulphur cars	100	...	100
Covered hopper cars	...	100	100
Flat cars	...	500	500
CABOOSE CARS	50	...	50
PASSENGER CARS			
Chair cars	...	23	23
Diners, lounge cars, etc.	...	33	33
Sleeping cars	...	41	41
Baggage, dormitory-baggage, baggage-postal	...	10	10

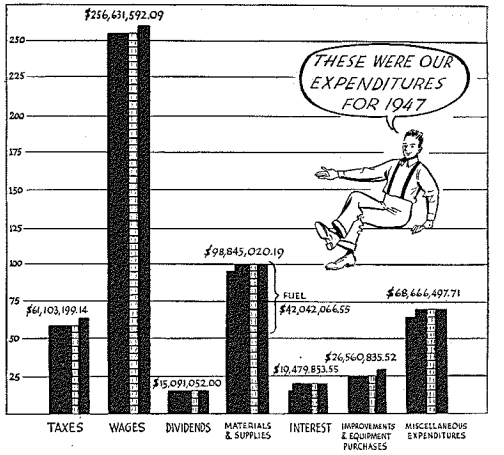
"It's like this," Bill explained. "In handling the traffic all over the country, other railroads use our cars and we use theirs. And practically all railroads use special cars, such as refrigerators, tanks and so on, that are owned by companies other than railroads. Whenever a railroad uses a car it doesn't own, it has to pay a charge. This is known as 'hire of equipment.' Then there are many cases where sections of track, yards, stations and other facilities are used jointly by two or more railroads. The road owning the facility collects charges from the other users to cover maintenance and operation costs. These charges are 'joint facility rents.'"

"OK, so we've taken care of taxes, hire of equipment and use of joint facilities. How much've we got now?"

"We now have $44,655,931 which we call 'net railway operating income.' (Incidentally, President Mercier points out in his message that this amount is less than two-thirds of six per cent return on the value of properties devoted to transportation service. Yet six per cent is considered only a fair minimum.) In addition to income from railway operations we received $9,141,736 from income on investments in stocks and bonds, rentals and miscellaneous sources. This made a total income of $53,797,667."

"You mean all that was left over?"

"Not so fast, Joe. There were a lot of obligations we had to meet. There was interest on bonds and equipment obligations—that means interest on money borrowed—and rents for leased properties and other items, which added up to $20,361,080. After these obligations were met, the net income of Southern Pacific Transportation System was $33,436,587. To this was added $2,082,402, income of our separately operated companies, giving us a net income of $35,518,989 for all companies."



"I suppose all that money is used to pay dividends?"

"On the contrary, only a portion is paid in dividends to the owners of the company—the men and women who are stockholders. By far the largest part will be used to buy new 'tools' and that will benefit all of us."

"What do you mean by 'new tools'?"

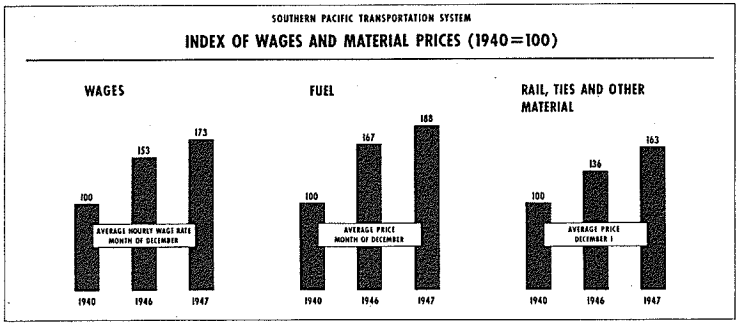
"By that I mean new equipment and roadway improvements. Since the end of the war and up to the present time we've ordered or authorized the purchase of over $166,000,000 worth of engines, cars and other stuff to help keep our plant up to date so we'll be in shape to more than hold our own with our competitors. Some of the equipment has been delivered, but at the end of 1947 we still had on order more than $58,000,000 worth. Much of the 1947 net income eventually will be used as a part payment on some of that equipment. Now do you see why I'm so interested in the annual report, Joe?"

"I sure do, Bill, and thanks. You and I and lots of others have our life's work

TRAFFIC STATISTICS—SOUTHERN PACIFIC TRANSPORTATION SYSTEM

Year 1947 Compared with Year 1946

	Year 1947	+Increase —Decrease		Per Cent
Average miles of road operated during year	12,529.58	—	28.30	.23
Freight train-miles	38,108,573	+	244,912	.65
Tons carried—Revenue freight	86,372,555	+	6,008,389	7.48
Net ton-miles—Revenue freight	36,565,134,393	+	1,716,240,997	4.92
Loaded cars per freight train	36.69	+	.31	.85
Net tons per freight train—All freight	1,017.66	+	30.27	3.07
Freight revenue per net ton-mile—Revenue freight	1.170 cents	+	.148 cents	14.48
Average distance carried—Revenue freight (miles)	423.34	—	10.30	2.38
Passenger train-miles	20,220,970	—	4,216,303	17.25
Passengers carried—Revenue	14,283,328	—	3,025,681	17.48
Passenger-miles—Revenue	3,244,211,876	—	1,644,816,960	33.64
Passengers per passenger train—Revenue passengers	161.14	—	39.65	19.75
Passenger revenue per passenger-mile	1.890 cents	+	.105 cents	5.88
Average distance carried—Revenue passengers (miles)	227.13	—	55.33	19.59



and personal welfare depending on the welfare of the whole SP outfit. We depend on each other, too. Say, that reminds me—there's a switch crew over in the yard I want to talk to about gentler handling of cars. I'd like to remind them that they're working with some of my equipment—and theirs. And say, Bill, every chance you get, pass the word along to the folks how important it is to save on fuel and other materials. Tell them waste hurts all of us."

OPERATING RESULTS

FOR the two months ended February 29, 1948, Railway Operating Revenues of Southern Pacific Transportation System amounted to $88,757,722 or $6,287,643 more than the revenues for the same period of 1947.

During the same period, Railway Operating Expenses were $69,705,422, or $7,719,377 more than the expenses for the same period of 1947. Operating expenses were affected by increased wage rates and fuel prices in effect this year.

Railway tax accruals, including $6,779,471 for Federal taxes, and $2,914,029 for other taxes, totaled $9,693,500 or $52,093 more than such accruals for the first two months of 1947. After deducting taxes and $2,598,797 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $6,760,002 or $915,686 less than the Net Railway Operating Income for the same period of 1947.

Out of Net Railway Operating Income and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges, before final Net Income is determined. Final Net Income figures were not available at the time the *Bulletin* went to press.

Bergerson Retires; Succeeded by Mahan

RETIREMENT of T. Bergerson as DF&PA, Reno, and appointment of J. H. Mahan to succeed him was announced April 1. Both men are widely known in Nevada.

Bergerson started with SP in 1903 on Salt Lake Div. In 1916 he was made livestock agent and in 1928 became DF&PA, Reno. In 1931 he went to Fresno as DFA, later was named DF&PA there, and in 1935 returned to Reno.

Mahan started with SP in 1911, was with the NCO at Alturas from 1919 to 1929, when he returned to SP as DF&PA. Since 1933 he has been assistant DF&PA at Elko.

Oregon Forest Products Tested for Cross Ties

EXPERIMENTS to find new species of forest products from which cross ties can be made are being conducted by Southern Pacific in cooperation with the Oregon Forest Products Laboratory. The project will extend over a period of from 20 to 30 years.

The new species are being sought to replace the rapidly diminishing Douglas fir, which provides our main supply of cross ties out of the Pacific Northwest. Southern Pacific is one of Oregon's largest wood-consuming industries through the use of cross ties and other materials.

Two species have been placed in the seasoning yard of our wood preserving plant at Eugene. Six more are expected by May. The ties will be air-seasoned, treated with a creosote and oil mixture and placed in test tracks. Results of the experiments are expected to contribute valuable information on the proper use of Oregon forest products as well as provide important data on tie-treating processes.

Leroy R. Shafer, retired asst. genl. baggage agent, died March 28. He started with SP as a steno in the Passenger Dept. in Nov. 1909, and after holding various clerical positions became chief clerk, General Baggage Office, in 1925, and asst. genl. baggage agent in 1942. He retired in November, 1947.

Joseph W. Gaines, general agent, Seattle, died Feb. 13. He started with SP in 1913 as agent-teleg. on Portland Div., later was agent, Junction City and Corvallis. In 1929 he went to Passenger Dept. as DPA, Seattle, later held the same position at Portland, where he also served as chief clerk, Gen. Pass. Dept., and CP&TA. He had been general agent, Seattle, since 1944.

"Help Hillman" is a slogan to remember if you've some playing cards, checker boards, cribbage boards, packages of matches or other items that will help to brighten the hours of hospitalized war veterans. Phillip Hillman, information clerk at our 16th St. Station, Oakland, has been distributing them to various veterans' hospitals, but says there is a great need for more contributions of this kind. If you'd like to help, address your items to Hillman at the above station.

SP Delivers Again: A Reno lady who had lost a vanity case from her auto at Truckee and had unsuccessfully advertised for it, turned to George Hammersmith, station baggageman at Reno, for help, and got it. She remembered that a Reno parcel check was attached to the bag and hoped it might be turned in to SP, even though the check was dated June 10, 1943. Sure enough, it had been found and the lady was quite happy at having it returned.



SP Traffic and Operating men with some of the Los Angeles civic leaders and Southern California auto plant representatives they visited (names below).

SP MEN VISIT LOS ANGELES INDUSTRIES

A FIRST-HAND view of the industrial growth of the Los Angeles area was obtained by some of our division superintendents and other key operating men in March through a visit arranged by W. W. Hale, vice president in charge of system freight traffic, and members of his staff in Los Angeles.

The two-day program included a get-acquainted luncheon with Mayor Fletcher Bowron of Los Angeles and representatives of the Chamber of Commerce, visits to the California Fruit Growers Exchange and American Fruit Growers, and inspection tours of a number of large automobile plants.

Operating and traffic men who took part are shown in the top picture, taken at a luncheon hosted by General Motors at its South Gate plant. Seated, left to right: B. W. Mitchell, supt., San Joaquin Div.; J. W. Corbett, general manager; V. M. Petterson, supt., Rio Grande Div.; W. W. Hale; Henry L. Clark, plant manager, General Motors; C. H. Grant, general supt. of transportation; G. A. Bays, supt., Tucson Div.; H. R. Gernreich, supt., LA Div. Standing: W. T. Heinly, industrial agent, LA; J. J. Moore, asst. general manager, T&NO, Houston; J. J. Jordan, supt., Coast Div.; V. F. Frizzell, general freight agent, LA; Robert Sheehan, material control supvr., General Motors; G. J. Blech, freight traffic manager, LA; Harry Stevens, traffic manager, General Motors.

In lower left picture, taken at luncheon with Los Angeles civic leaders, are, left to right: O. A. Smith, pres., Pacific Electric Ry.; Mayor Bowron; W. W. Hale; B. O. Miller, pres., Chamber of Commerce. Upper of the two smaller groups at right includes Blech, Hale and Gernreich with C. R. Lilinthal (left), traffic manager, and L. C. Fitzgerald (right), plant manager, of Chevrolet plant at Raymer. Lower group includes Carl Miller (left), traffic supervisor, and W. H. Curtis (center), plant manager, Chrysler Plant, LA, with Corbett, Grant and Gernreich.

Others who met with the SP visitors were Percy Mahon, traffic manager, and Al Brainard, asst. traffic manager, Ford-Lincoln-Mercury, LA; A. L. Edwards, plant manager, Ford Motor Co., Long Beach; Paul Armstrong, manager, and R. C. Neill, traffic manager, California Fruit Growers Exchange; J. D. Kerr, president, and W. E. Graham, asst. to president, American Fruit Growers.



Last run of the "Toonerville Trolley of the Desert" was made recently when the Tucson, Cornelia and Gila Bend railroad replaced its motor passenger car with a diesel. For many years the motor car, with Engineer "Old" Davies at the controls, has been a familiar sight to residents of Gila Bend, where it connected with SP after a 44-mile run from Cornelia copper mine. Always on time, its clanging bell served as an alarm clock for local residents. And "Old" Davies, who made his last run with the "Toonerville Trolley," will be missed, according to Reporter Harold Collier. Gila Bend has no shoe shop or bank, so it was common custom for Davies to drop off at a neighboring town a pair of shoes to be repaired or the grocer's weekly receipts to be deposited.





1947 SAFETY WINNERS

EL PASO SHOPS AND RIO GRANDE DIVISION (above and left) took most of the top honors. The System trophy went to the shops for keeps for leading all 17 units for the 3rd straight year. Rio Grande won best division, best MP&C dept., best Transportation dept. awards. Above (front row, l-r): E. J. Kessel, asst. sheetmetal foreman; H. P. Sanders, local chmn., machinists; W. R. Adair, asst. supt.; C. B. Jones, freight agent; Local Chairmen A. F. Howard (BofLE), R. B. King (BofRT), A. T. Ash (ORC); V. M. Petterson, supt. Back row: W. G. Reid, supt., motive power; Ralph Patino, machinist; O. H. Gutsch, supt. of shops; C. B. MacLellan, W. P. Roach, safety supvrs.; N. J. Gibson (BofLF&E), E. C. Holbrooks (BofRT), P. DeNaro, conductor; A. A. Harp (BofLF&E). Picture at left (front row): J. A. Reynolds, trainmaster; Frank Kurz, master mech.; W. R. Adair; F. M. Duffy, trainmaster. 2nd row: W. B. Sharp, trainmaster; V. M. Petterson; C. B. Holt, master car repairer. 3rd row: Harry Nations, road foreman engines; Orvis Weathers, station supvr.; J. H. Walker, agent Douglas. Presentations were made by J. W. Corbett, general manager, and A. A. Lowe, supt. of safety.



BROOKLYN STORES led all stores to win their 5th System trophy since 1940. Special awards went to Eugene and Brooklyn stores for no portable accidents. Right: Holding trophies, l-r: C. S. Jones, asst. to genl. storekeeper, Brooklyn; E. C. Vossen, storekeeper, Eugene; J. C. Everts, dist. material supvr; Portland Div.



SHASTA DIVISION MofW&S (left) was highest in that dept. with ratio of 1.87 casualties per million man hours worked. At award presentation at Dunsmuir were (l-r) G. H. Kilborn, supt.; Paul Collins, roadmaster; J. E. Wheeler, div. engr.; A. A. McDermott, B&B supvr.; J. E. Mooney, roadmaster Redding; R. C. Snyder, safety supvr.; R. D. Shearry, signal supvr.; W. H. Ferguson, asst. supt.



SAN FRANCISCO YARD (left) had best record of Group 1 yards, which include Oakland and LA. In center of gathering are (l-r) E. G. Davis, term. supt.; B. K. Smith, genl. yardmaster; R. C. Snyder, safety supvr. J. J. Katz, local chairman BRT, also was present to accept the award. Other winning yards in their respective groups were San Jose, Fresno, Colton, Carlin. Winner for best Dining Car District (not shown) was Los Angeles.

"This Is My Railroad"

EVERYBODY LIKES IT!

AUDIENCES all over the system rate our film, "This Is My Railroad," a "four-star" success. According to a digest of over 2,000 written comments it not only is inspirational, educational and entertaining but is voted one of the most beautiful pictures ever filmed.

The comments were submitted by Southern Pacific railroaders, members of their families, high school and college students, teachers, members of civic organizations, public relations authorities and representatives of other railroads.

Opinions of SP men and women show that the picture gives them a feeling of pride in being railroaders and an appreciation of the importance of cooperation in making our manifold functions click successfully.

Their feeling of pride is in the Company generally and in their own jobs specifically. A number wished that the picture "showed more about my department," but acknowledged that the producers did a good job in getting such wide coverage into the picture while holding it to less than an hour in length.

Want Everybody to See It

Another indication of pride was in the almost unanimous sentiment that the picture should be shown in all schools and to the general public. One enthusiastic worker said, "Every man, woman and child in the United States should see this picture—it's great!" A shopman said, "My railroad is the best in the world," and another stated, "I like to see my railroad going ahead; it makes me very happy."

Mrs. E. Z. Avena, laborer at El Paso Shops, expressed her feelings simply but eloquently when she said, "I never thought the railroad was so important until I saw the beautiful picture. I will try to make this place look the very best."

Among many other expressions of pride were these:

"I have a deeper appreciation just how much railroads mean to my community, my country and my family. I am proud to be a member of the SP family."

"This is my railroad—had there been a better one I would have chosen it."

"It brings home the thought: my job is the most important on the railroad."

"We've come a long way since I started in 1907."

"It gives me plenty to brag about."

On the theme of cooperation, one man said, "It shows what can be accomplished by a group of far-sighted, hard-working people working together harmoniously." Others said:

"Engenders a feeling that each job, no matter how seemingly small, is just as vital to the operation of the railroad as any other."

"Shows the necessity of working together, and how living up to our slogan, 'The Friendly Railroad,' will surely pay big dividends for all."

"Really shows how much one job is dependent upon another."

"Reminds us that the effort of every one of us is fundamental to the success of our company."

"An opportunity to see and realize the tremendous amount of money, work and knowledge that is necessary to make this mighty railroad tick."

"An idea of how necessary cooperation is in all departments to run a railroad successfully and economically."

"Gives the employe an idea for whom and what he is working, and to make every effort to do his best on the job."

Wives Share Interest

Comments by many wives show that they share their husbands' interest in his railroad. One wife wrote:

"The picture reminds us of the indispensable part transportation plays in our daily lives; giving employment to thousands in every trade and profession; bringing to us all the good things we enjoy in our homes. It makes us realize the necessity of harmony, cooperation and loyalty for continued success. Every employe, in whatever capacity, should be proud of his part in this great organization. As the wife of a locomotive engineer for over 40 years I, too, can say with pride: 'This Is My Railroad.'"

Showings of the picture are being booked on divisions as frequently as conditions will permit, and will continue until all Southern Pacific men and women, or as many as possible, have had a chance to see it.

"Standard Hour" Guests: Eleven hundred members of the SP Club of San Francisco were guests of Standard Oil Company of California at its Sunday night broadcast from the War Memorial Opera House on March 7. Music by the San Francisco Symphony Orchestra was dedicated to the *Freedom Train.*

The orchestra was directed by Pierre Monteux who, having the title of "conductor," undoubtedly felt at home in the presence of so many railroaders.



CLYDE NOKES

Agent Nokes Knows the Secret of Good Service

"UNDERSTANDING and a smile" is the secret of being a successful station agent, according to Clyde R. Nokes, agent at the busy station of Albany, Oregon. But it really isn't a secret, for Nokes' smile and understanding attitude are well-known to patrons and business people of Albany and the surrounding territory, writes Howard Bailey, Portland Division *Bulletin* reporter. Nokes is a busy man, but he's never in a hurry. Comes a complaint, and the patron is given a sympathetic ear and a detailed explanation of just why things went wrong, which invariably leaves him in a friendlier frame of mind. Says Nokes:

"Understanding of the patrons' point of view, and a clear and detailed explanation of the circumstances that may have caused any misunderstanding, is my method of ironing out any little differences or complaints that might occur. A good smile goes a long ways."

Clyde Nokes started railroading in 1906 at Cottage Grove as clerk-baggageman, became station student the same year, and was promoted to telegrapher in January 1907.

During World War I he was agent at Silverton where he handled large outputs of lumber and airplane stock moving to the battlefronts in France, and during World War II was agent at Albany which was the railhead for Camp Adair where four divisions were trained.

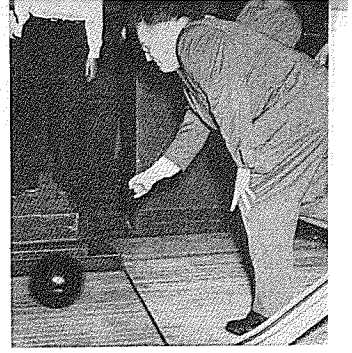
Nokes is an ardent Safety fan, and during his career has offered a number of safety suggestions which have been adopted as standard by the Company.

The less we spend for fuel, the more we have for other things. For instance, the amount we spent for fuel in 1947 was equal to the cost of nearly 7200 box cars or 4400 refrigerator cars. It would pay for 2950 miles of new rail.





OGDEN: SP BOWLERS AND WIVES WENT TO RENO FEB. 21 FOR THE ANNUAL TOURNAMENT. SACRAMENTO, SPARKS, OAKLAND AND SAN FRANCISCO ALSO WERE REPRESENTED, WITH ABOUT 250 MEN AND WOMEN TAKING PART.

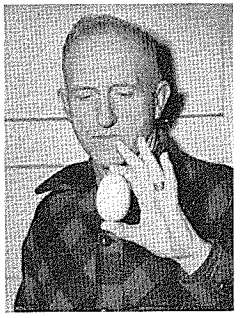


RENO: F. E. Kalbaugh, Salt Lake Division's new superintendent (see page 14) rolled the first ball to open SP Bowling Tournament.



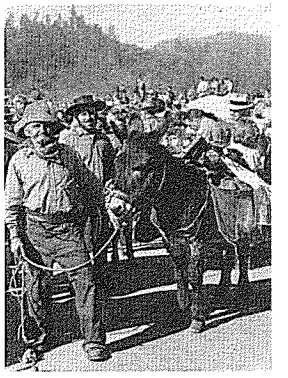
LOS ANGELES: Preliminary plans for annual Los Angeles Division picnic, June 13, honoring veteran railroaders were made by above group. Seated, l-r: Mrs. H. R. McKee and Mrs. J. C. Crem, of Engineers' Auxiliary; M. A. Nugent, asst supt.; P. K. Mahre, committee secty; Conductor E. V. Shadduck, chairman. Standing: H. R. McKee and J. C. Crem, engineers; G. R. Power, Local Freight Office; Karl Pyle, Stores Dept.; T. C. Keedy, Pass. Traffic.

ROSEVILLE: Prices of hen fruit what they are, the goose that laid the golden egg had nothing on the hens of Glen Gillespie (below) asst. gen. yardmaster. That's a four-ounce egg, double the ordinary size, presented by one of his prize-winning Rhode Island Reds.





SAN FRANCISCO: Part of the large group of SP bowlers who played in the Reno tournament were given a send-off by M. O. Leonhart (2nd from right), president of the league. Singles title was won by Art Edson with a smashing 684 scratch series. Top SP teams were from Sacramento and Ogden. Busico and Naylor of Ogden were doubles winners and Busico capped the all-events.



COLOMA: In the parade at opening of the California Centennial was Jake Pfosi, retired asst. gen. yardmaster, Roseville, and his burro.



BAKERSFIELD: For the past 22 years as messenger at the Yard Office, Avelino Fernandez has set a safety record he can be proud of. In his daily work, Fernandez covers about 18 miles on his bicycle, having to cross a US highway and two main streets. At other times, he travels afoot and at least 12 times a day crosses 11 tracks in the yard, where there is heavy movement of engines and trains. In 22 years he never has been involved in an accident. Fernandez is 58, has been with SP since 1918.

TUCSON: Annual Rodeo found the Superintendent's Office force colorfully garbed for the occasion. The fellows who welcomed the chance to quit shaving are, l-r: Charlie Bartch, Lee Lee, Bob Robertson, Jimmy Householder, Ike Millar, Leroy Magers, Elgin Ball, Barney Underwood. The girls: Mary Wright, Mary Westrip, Ruth Butera, Freda Lawrence, Loraine Mathews, Alice Johnson, Irene Good, Jackie Stewart, Ruth Love, Mary Roe, Lillian Mallette, Beverly Bloodworth, Jean Leinweber.





CAMERAMBLING HERE'N THERE

PITTSBURG: Pupils of the second grade of Pittsburg Primary School got first-hand knowledge about trains when they visited the local SP station and were shown around by Agent C. C. Christian. The tour was suggested by Christian's granddaughter and school authorities were highly pleased at the outcome. Movies of the visit will be shown in Contra Costa County schools to develop interest in related studies and in connection with Public Schools Week, April 26-May 1.



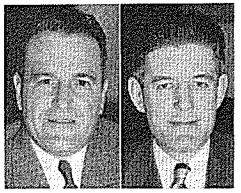
SINES GETS NEW APPOINTMENT

Kalbaugh Heads Salt Lake Division; Robinson Made Supt. of Transportation; Others Advance

PROMOTION of B. S. Sines from superintendent, Salt Lake Division, to vice president, SPdeMEX, with headquarters in Guadalajara, was announced April 1. Recently announced was the appointment of Frank E. Kalbaugh to superintendent, Salt Lake Division; P. D. Robinson to superintendent of transportation, headquarters San Francisco, succeeding Kalbaugh; T. A. Purcell to assistant superintendent, San Joaquin Division, succeeding Robinson; L. R. Smith, Jr., to assistant superintendent, Portland Division, succeeding Purcell.



B. S. SINES



F. E. KALBAUGH P. D. ROBINSON



T. A. PURCELL L. R. SMITH, JR.

Sines is a civil engineer graduate of Cornell University. He started with SP in 1925 as an instrument man on our lines in the Southwest, where he became an assistant engineer. In 1933 he came to the General Offices and later was made an executive assistant in the President's office. He was appointed trainmaster on the Sacramento Division in 1944, and assistant superintendent, Tucson Division, later the same year. He had been superintendent of Salt Lake Division for the past two years.

Kalbaugh started in 1919 as a clerk at Bakersfield on San Joaquin Division, where he later was chief clerk to superintendent and assistant trainmaster. He also was assistant trainmaster on Los Angeles Division and trainmaster on Portland, Rio Grande and Coast divisions. In 1943 he was made assistant superintendent of transportation and in 1944 became assistant superintendent, Western Division. He had been superintendent of transportation since August, 1947.

Robinson started in 1936 as mail and express handler at Los Angeles. He transferred to the Operating Department the same year and advanced as brakeman, assistant trainmaster and trainmaster on various divisions. He was appointed assistant superintendent of San Joaquin Division in 1945.

Purcell started in May 1937 as extra gang timekeeper, San Joaquin Division, and after advancing to brakeman and conductor, became assistant trainmaster in 1944. He was made trainmaster in 1946 and in 1947 went to Portland Division as assistant superintendent.

Smith first worked with SP in 1925 as signal helper at Stockton, and subsequently held various engineering positions on San Joaquin and Western divisions, except for a short period when he was appropriation clerk in the General Manager's office. In 1942 he went to Portland Division as assistant trainmaster—division examiner, and in 1944 became trainmaster.

Manning Retires; Johnson Moves Up

A RAILROAD career of more than 42 years came to a close on March 31 when Robert Manning retired as manager of the Real Estate Department, with headquarters in San Francisco. Appointment of Merritt Johnson, lease agent, Los Angeles, to succeed Manning, and R. P. Bray to succeed Johnson was also announced.

Manning started in 1905 as clerk to the roadmaster at Merced. He held various jobs on Stockton and Western divisions until December, 1917, when he joined the Navy in World War I. He returned to SP in 1919, transferred to the Lease Department in 1923 and was appointed lease agent in 1931. When that department was changed to the Real Estate Department, he was named manager.

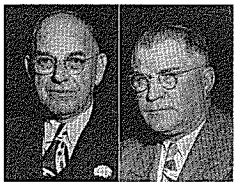
Johnson started with SP in 1914 as a clerk in the Accounting Department in SF, became land agent for the Lease Dept. in 1918, and assistant lease agent in 1942. He had been lease agent in Los Angeles for about two years.

Bray advanced through various positions in the Engineering Department, where he started as file clerk in 1920. He transferred to the Real Estate Department in 1941 and since 1946 had been real estate inspector.

Guy Retirement, Putnam Appointment Announced

RETIREMENT of F. L. Guy as engineer in charge of maintenance of way and structures, and appointment of R. W. Putnam to succeed him were announced March 31.

Guy began his railroad career in 1900, working on various middle western railroads until 1914, when he went to the El Paso & Southwestern as resident engineer at Douglas. When SP purchased the EP&SW in 1924, he was appointed division engineer of Rio Grande Division with headquarters in El Paso. He transferred to the Coast Division in 1928, and came to the General Offices in 1938 to fill the position he held until his retirement.



F. L. GUY R. W. PUTNAM

Putnam started in 1912 with a survey gang on Portland Division, where he later advanced to instrumentman, assistant engineer, general track foreman, roadmaster and, in 1940 division engineer. He came to San Francisco in 1943 as assistant engineer, MofW&S.

Interesting meetings were held by the Office Supervisors' Council of SF in February and March. Speaker at the February meeting was J. M. Vonau, Jr., general passenger agent in charge of rates and divisions, who told how we are adopting the newest ideas and techniques in merchandising our passenger service. The March meeting, held on the 17th, featured J. W. Corbett, general manager, who described the operation of Centralized Traffic Control, and a program of Irish entertainment by Dorothy McDougall and Charles Flood, vocalists; Betty Renaghan, dancer.



IN THE INTEREST OF GOOD SERVICE: Passenger traffic representatives, station agents and others at meeting in Stockton to help fellow-employes become better acquainted and stimulate passenger business solicitation (see Jan.-Feb. *Bulletin*). Front row, l-r: J. D. Hoell, station supvr., Stockton; F. H. Moses, TPA; C. O. Olsen, AGPA, Oakland; R K. Smith, DF&PA, Stockton; E. O. Lewis, asst. gen. baggage agent, SF; Meryl Covington, clerk, and Rex Covington, agent, Patterson. Second row: P. H. Knudson, agent, Manteca; H. H. Pendergrast, ticket clerk, Modesto; J. R. McQuiston, agent, Lodi; B. J. Cowden, agent, Modesto; J. G. Coffman, TF&PA, Stockton; N. W. Bishop, ticket clerk, Lodi. Third row: John Ritchie, chief clerk; D. L. Below, ticket clerk, Stockton; L. B. Hickey, agent, Turlock; W. B. Reynolds, agent; R. O. Voorhies, clerk, Oakdale; A. F. Weyand, chief clerk, Stockton freight office; A J. Saghy, TF&PA; E. L. Rieff, agent, Stockton; A. O. Dompe (guest), Patterson; J. D. Rich, TF&PA, Modesto. Back row: H. W. Richardson, statistical clerk; M. M. Benincasa, baggage clerk; H E. Smith, ticket agent; Frank Johnson, janitor; David S. Santini, baggage clerk; E. C. Schalk, asst. agent, all of Stockton.

New Traffic Positions For Alton and Currie

PROMOTION of Cecil G. Alton from Canadian general agent, Vancouver, to general agent, passenger dept., Seattle, and appointment of Kenneth B. Currie to succeed Alton was announced March 1. Alton succeeds J. W. Gaines, who died Feb. 13 (See page 8).

Alton has represented SP in Vancouver and western Canada for the past 15 years. For six years prior to that time he held various positions in Seattle and Portland passenger traffic offices.

Currie, a native of Canada, came to SP's Seattle office in 1928, after experience with the Canadian National Railway. After holding various positions in the Seattle, Portland and Klamath Falls offices, he was promoted to traveling passenger agent, Portland, in 1942.

Eagle-eyes and Honesty are attributes of Ed Coates that have saved more than one person from sustaining loss of valuable property. Ed is night janitor at 16th Street Station, Oakland, and his knack of associating people's faces with articles they carry has enabled him to return lost articles to their owners in jig time. Recently a passenger left a wallet containing $250 in the wash room; another time a soldier forgot a $75 camera; once a lady left a bag containing diamonds and other jewelry on a seat in the waiting room. In each case Coates remembered the owner and the property was returned after being identified.

DAVE JOSLYN RETIRES

RETIREMENT of Dave Joslyn (picture on page 17), photographer-draftsman at Sacramento Shops, completed the service of a man who made railroading his hobby as well as his vocation.

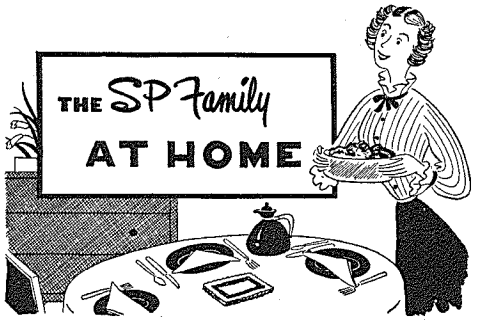
Dave took up photography as a pastime shortly after he started with SP in 1902 in the boiler shop at Sacramento. Locomotives were his favorite subject and as the years passed his ever-growing collection of pictures and data made him one of the nation's leading locomotive historians. He is resident western director of the Locomotive and Historical Society, which he joined in 1921 and in which he holds a lifetime membership.

After filling various jobs in the shops, Dave was transferred in 1917 to the drawing room, where he became draftsman and shop photographer. For years his pictures of persons and scenes in the shops and on Sacramento Division have been a valuable contribution to the pages of the *Bulletin*.

Writing and lecturing on railroad historical subjects are among Dave's other accomplishments. His articles have been printed in magazines and newspapers throughout this country and in England, and he has appeared before many clubs and other organizations as a featured speaker. He plans to continue these activities, along with another hobby of wood turning, helping Mrs. Joslyn take care of their choice collection of roses and camelias, and just "day-dreaming."

History Repeated: In 1908, Percy W. Williams, federal locomotive inspector for SP, jumped into the cab of an engine and moved it from the threat of a nearby fire. Forty years later, his son, Blair E. Williams, machinist at Ogden, did the same thing when a fire broke out near the roundhouse. Blair rushed through the path of the flames and moved the engine before any damage was done.

Knee Deep: Bill Regan, machinist foreman at Sacto Shops, probably is the only man in California who has reason to be thankful for the unusually dry winter. Bill was helping to launch a rowboat in the Sacramento River when he fell in. Normally the river is very deep at this time of year, but it was a great relief to Bill, who can't swim a stroke, to find it was barely up to his knees. Witnesses to Bill's shallow plunge were fellow shopmen Bill White, Bob Mahr, Ed Zeh, Emil Bazlen.



By GENEVIEVE CALLAHAN and LOU RICHARDSON
Nationally known food writers and consultants

YOU hear a lot these days about the "new look." Of course the phrase makes you think first of clothes, but it applies to many other things. For example:

A NEW LOOK AT COOKING

Rhubarb Way. When cooking rhubarb, stew up a little extra and use it in Rhubarb Gelatin. It's mighty good. Just measure out a pint of the hot sweetened sauce and in it dissolve a package of your favorite flavored gelatin. Let chill until firm, then serve with cream or soft custard sauce.

Spinach Trick. Make about 1½ cups cream sauce in a double boiler. Cut a cake of frozen spinach into chunks or slices, add to cream sauce, cover, and let cook over hot water for 20 to 30 minutes. Season to taste. Serves 4 or 5.

Supper Dish for Six. In a big frying pan heat 1 tablespoon shortening and in it brown a pound of ground beef, stirring constantly. Add a can of spaghetti-and-sauce, mix well and cook slowly until thoroughly heated. Just before serving, add a cup of grated American cheese. Serve on a large hot platter. With a salad and, perhaps, fruit for dessert you have a wonderful meal that's quick to fix, easy on the budget.

DECORATING

Paper the ceiling of a room with the same pattern as the walls—in a small room, that is, such as a breakfast nook, and with a small-patterned paper.

When painting the outside of a house, paint the rear a different color—something that harmonizes with the garden, such as a rich dark green or brown.

FLOWER ARRANGING

Next time you have a dozen roses or iris or daffodils, try arranging them by these rules. First take out 9 flowers. Select the one with the longest stem and set it aside. Now take another one and shorten its stem so that it is one-third as long as your long one. Now another one and shorten its stem two-thirds the length of the long one. Anchor these 3 in your bowl or container. Next arrange the other 6 flowers in among the 3, shortening their stems to various lengths. The idea is to have an irregular line across the top. Put in several leaves, and there you are! Now take your 3 remaining flowers and cut the stems to varying lengths to make a small bouquet that will echo the larger one. You'll like the effect.



LEMON CHIFFON PIE MAKES SWELL DESSERT FOR SPRING

ADD 1½ teaspoons plain gelatin to ⅛ cup cold water and set aside. In a cold double boiler mix 4 egg yolks, ½ cup sugar, the grated peel of a lemon, and ¼ cup lemon juice; cook over hot water, stirring, until thickened (about 5 to 7 minutes). Add the softened gelatin and stir a minute, then remove from heat. Add a dash of salt to the 4 egg whites, beat them stiff, gradually beat in ½ cup sugar, then fold in the hot lemon mixture. Pour into a baked 9-inch pie crust and chill 3 hours or longer. Shortly before serving spread roughly with whipped cream. (By the way, there are a number of new piecrust mixes that save lots of work and make mighty good crust. And when you roll out that pastry, roll from you—with even strokes.)

how to SPEED-UP Housecleaning



GO over upholstered furniture with a rough wash cloth wrung out of water, to remove hairs of dogs and cats. . . . To clean a braided or crocheted rug, lay it flat on porch floor or clean concrete driveway and scrub both sides with a brush dipped in thick soapsuds, then sponge with clean water to remove suds. Cover wrong side with a coat of thick cooked starch and keep flat until dry, then turn rug over and dry the other side. When done this way, rugs will be clean and firm, and will lie flat. . . . After painting or scrubbing window sills, apply a coat of wax. It will help sill to stay clean, make future washings easier. . . . Remove all old wax on wood or linoleum floors before applying a new coat.

First-class Host: Timothy Delay, agent at Delano, didn't delay in winning the appreciation of the local Eagle Lodge Aerie when that organization's Grand President was a recent visitor. Though not a member of the group, Tim was on hand to welcome the president. He placed his car at the disposal of the members and took the visiting party on a tour of inspection to several of the local packing plants. A letter of appreciation from the secretary of the Eagles stated that it was only by Tim's help that the visit was such a memorable one.

On Time Performance: Twenty-five years on the job without being late is the record of George Boyd, assistant chief clerk, Taylor Yard Office, Los Angeles, according to one of his coworkers. The informant paid a special visit to the *Bulletin* office to say that George's punctuality should be mentioned.

Phoenix Premiere of "This Is My Railroad" was highly successful, thanks to the committee in charge. Nearly 400 persons attended the program, which included "Finger Weight" boxing bouts, staged by the YMCA Community Boys Division before the picture was shown, and serving of refreshments at the conclusion. General Chairman was Orville Smith, assisted by C. L. Kahler, W. G. Howell. Others included Burton Moore, Alverda Boggs, R. D. Hendricks (entertainment); Bessie Emory, E. Jamieson, Ethel Townsend, Blair Emory, Walter Emory, K. Creech (refreshments); M. W. Morgan, R. T. Dailey, W. C. Wise (publicity); M. B. Rogers, G. A. Bell (photography). Jim Blakeley refereed the boxing matches.

Tomorrow's Customers: Traveling Passenger Agent Harold Johnson won 16 new friends for SP when he took that number of youngsters on a railroad visit they won't forget. Johnson arranged the trip and accompanied the children and two adult chaperons by train from Ventura to Santa Barbara for a visit to the roundhouse, where Roundhouse Foreman L. E. Hoyal gave them a close-up of engines and turntable operation.

SCRAP METAL IS PRECIOUS METAL

Railroads must have more iron and steel for cars, rails, castings, parts.

Foundries and steel mills need more scrap to make the steel the nation needs.

Railroads are the nation's best source of scrap metal . . .

So . . Everybody Gather it up . . Get it in . . NOW. and get it all

Association of AMERICAN RAILROADS

GET in the scrap and get it in now! April 5 to April 10 was designated "Railroad Scrap Collection Week" by the American railroads to focus attention on the need for scrap metal to increase steel production, badly needed for construction of new freight and passenger cars and other purposes. The railroads have on order nearly 120,000 new freight cars and more than 1,500 locomotives but deliveries of new equipment during the past year have been below expectations. One reason has been inadequate steel production, due to scrap shortages. So, make every week "Scrap Collection Week" by turning in all available railroad scrap to the Stores Department.

Southern Pacific Bulletin

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Your Bulletin Reporters

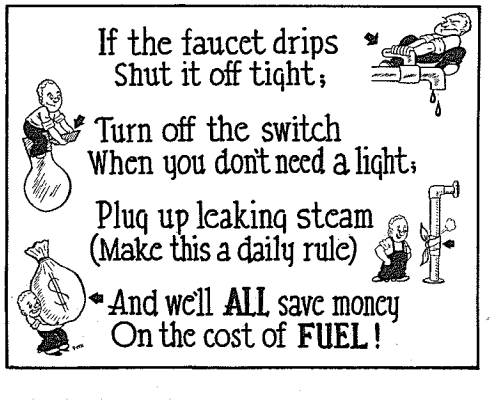
THE *Bulletin* staff is grateful to the following for many of the news items and photographs in this issue:

Howard Bailey.....Portland
L. D. Blossom.....San Jose
Al Bouchard.....Tucumcari
Gordon Campbell.....Sparks
Harold Cellier.....Gila Bend
J. A. Collins.....Sacramento
H. W. Concannon.....WO Stores
Madelon Crawford.....Roseville
Fred Davis.....Portland
Ray Dettling.....Engineering, SF
Stanton Draper.....Sacto Shops
Gene Egan.....Motive Power, SF
John Francis.....West Oakland
Max Gardenswartz.....Sparks
D. Giannotti.....Sparks
Myrtle Gorman.....4th & Berry, SF
Louise Greco...Aud. Pass. Accts., SF
P. L. Griggs.....Sacto Shops
J. W. Grosdidier.....SD&AE
Robert Hall.....El Paso
"Sparky" Heilbron.....Roseville
Clara Heinrich.....Misc. Accts., SF
Joe Hochschild.....Los Angeles
Margie Evans.....Gen. Aud., SF
Harold Jaeger.....San Luis Obispo
Ellen Kafer.....Dunsmuir
Bob Knox.....Oakland Pier
G. B. Knudsen.....Supt's Office, SF
Bobbie Leavitt....DTB, Los Angeles
Carol Machol.....Gen. Freight, SF
Leroy Magers.....Tucson
P. K. Mahre.....Los Angeles
Carl Olsen.....Cent. Dist., Oakland
Hugh O'Neil.....Ogden
Dan Parker.....Bakersfield
Mary Petkovich.....VP&GM, SF
Frank Peyton.....Klamath Falls
Verna Raiff.....Sacramento Stores
John Rhoads.....SP Club, Sacto
R. R. Robinson.....Suisun-Fairfield
Al Rommel.....Los Angeles



DAVE JOSLYN, whose photographs of Sacramento Shops personalities and scenes on Sacramento Division have appeared in the *Bulletin* for many years, has retired (see page 15). Dave was draftsman and photographer at Sacramento Shops.

Fred Romani.....Bayshore
Dan Rose.....El Paso Shops
Des Sekany.....Aud. Frt. Accts., SF
Dick Spence.....PMT, SF
E. R. Stevenson.....Tracy
Harley Talbott.....Dup. Bur., LA
Jeanne Weber.....PFE, SF
Dave Welch.....Tracy
Fletcher West.....Phoenix
W. M. Williams.....Bakersfield





ON BOARD OF GOVERNORS OF SP CLUB OF SOUTHERN OREGON (NAMES BELOW)

SP Club Organized In Southern Oregon

"To promote the good way of life, and to let the people we serve know more about us," are the primary objectives of the new Southern Pacific Club of Southern Oregon, organized in Medford Feb. 13.

First order of business was election of a board of governors and officers, some of whom are shown in the picture above. Front row, left to right: Earl Edwards, section foreman; Bob H. Holmes, DF&PA; Harry Powell, car inspector; L. G. Rankin, PMT, all of Medford. Back row: Fred G. Morris (president), agent, Medford; H. H. Mayberry (vice pres.), agent, Ashland; Dave Crosby, signal maintainer, Medford.

Other governors and officers, not in picture: R. Q. Burley, asst. trainmaster, Medford; T. C. Buckingham, agent, Gold Hill; R. Criswell, agent, Grants Pass. Colleen Boen, clerk in Medford freight office, is secretary, and William D. Longmore, chief clerk, Medford district office, is treasurer.

A get-together pot-luck dinner and song fest are among early events on the social calendar. The Club will field a softball team this spring, and a picnic is planned for the summer, according to President Morris.

NEW APPOINTMENTS

EXECUTIVE: **E. C. Poole,** to manager, Bureau of Transportation Research; **G. G. Wills,** to engineer, Bureau of Trans. Research; **Charles A. Ryan,** to asst. chief clerk; **Dan Perazzo,** to transportation assistant; **Arnold Wickman,** transferred from Asst. Gen. Aud. Office.

OPERATING: **J. E. Tompkins, Jr.,** to asst. road foreman of engines, Tucson Div.; **John J. Finneran,** to special agent, Los Angeles. Trainmasters: **W. C. Hughes,** from Klamath Falls to San Luis Obispo; **Harvey Teal,** to Klamath Falls; **R. W. Bishop,** Niland; **W. B. Knotts,** Indio; **T. W. Roby,** Watsonville Jct.; **C. H. Phelps,** Portland. Asst. trainmasters: **G. C. Townsend,** LA; **W. B. Knight,** Alturas; **L. L. Holgate,** Crescent Lake; **R. Q. Burley,** Medford.

ENGINEERING: **Charles M. Stevens,** to bridge & building supvr., Portland; **E. U. Gogl,** to senior asst. B&B supvr., Portland; **J. L. Gorrie,** to asst. B&B supvr., Eugene; **F. A. Baker,** to tunnel inspector, Eugene. **A. C. Krout,** to supt. of signal construction, LA; **A. C. Miller,** to acting signal supvr.; **H. A. Kinch,** to acting asst. signal supvr., both LA.

TRAFFIC: **Paul T. Kocher,** to DPA, St. Louis, vice **L. J. Walz,** retired; **Charles O. Powell,** to DPA, Pittsburgh, Pa.; **Walter M. Holmes, Jr.,** to TPA, headquarters Chicago; **Robert E. Wynkoop,** to TPA, headquarters New York; **Henry Moore,** to city passenger and ticket agent, Phoenix, succeeding George Moran, returned to LA Passenger Traffic Dept.

MOTIVE POWER: **I. B. Hatch,** to genl. foreman, freight car dept., LA; **A. E. Selnseth,** to departmental air brake foreman, LA Shops; **R. H. Hamilton,** to departmental air brake foreman, El Paso Shops.

RETIRED

COAST DIVISION: **George E. Abbott,** car inspector; **V. W. Bogle,** yardman; **John E. Burson,** machinist; **Peter A. Degenhart,** machinist; **Claude W. Fanning,** yardman; **John Haub,** truckman helper; **Lawrence J. Higgins,** pipefitter cutter; **Ray S. Leeper,** engineer; **Edward A. McCluskey,** telegrapher; **Joseph L. Monk,** section foreman; **Vito A. Panico,** carman; **Eufemio Quintero,** machinist helper; **William G. Welt,** conductor; **Edward B. Wilkinson,** red cap porter; **Walter K. Wilson,** yardman.

EL PASO STORES: **Harry D. Grove,** laborer.

EL PASO SHOPS: **Sebastian V. Baca,** tender truckman; **Concepcion A. Murrujo,** tender truckman; **Charles J. Fink,** machinist; **Edward Torres,** machinist helper.

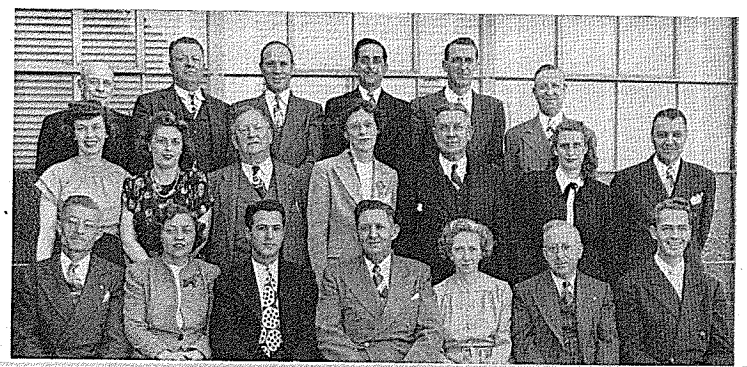
LOS ANGELES DIVISION: **Charles W. Arnold,** yardman; **Joseph S. Arnold,** conductor; **Harry A. Chemnitzer,** conductor; **Phillip L. Coleman,** car inspector; **Autie B. Davidson,** section foreman; **Mathew M. Deninger,** carman; **Claude B. Eoff,** engineer; **Louis M. Estrada,** track laborer; **Andrew V. Jones,** electrician; **John A. Herman,** conductor; **Patrick J. Hynes,** ticket clerk; **Albert T. Larson,** master car repairer; **Clarence O. Leason,** clerk; **Robert Lindsay,** red cap porter; **John Lunde,** towerman; **Rufus May,** coach cleaner; **Tiburcio R. Miranda,** track laborer; **Norman Morton,** baggage foreman; **Edmund H. Mulvihill,** engineer; **Frank E. Sesler,** yardman; **Joe N. Smith,** fireman; **Edwin G. Thomas,** switchtender; **Edwin Turner,** telegrapher; **William H. Wells,** car inspector.

PORTLAND DIVISION: **James Aantlili,** car painter; **Frank P. Baltimore,** engineer; **Jacques R. Barry,** clerk; **Gus Chimpouris,** section laborer; **Raymond S. Claypool,** boilermaker helper; **Sidney Z. Clinton,** engine watchman; **Thomas J. Collins,** locomotive painter; **Francis E. Decker,** carpenter foreman; **Charles Grassick,** passenger carman; **Harry E. Hoffman,** engineer; **James I. Love,** chief train dispatcher; **William F. Lovett,** engineer; **Louis J. Mecum,** engineer; **William A. Morian,** conductor; **Paul N. Nelson,** telegrapher; **George W. Robinson,** tender repairman; **Herbert P. Simmons,** section foreman; **Meri E. Smith,** engineer; **Hugh Stevens,** carpenter helper; **Harper L. Vaughan,** yardman; **Lount R. Welsh,** agent-telegrapher; **Frank E. Wescott,** engineer; **Roy L. Wooden,** brakeman.

RIO GRANDE DIVISION: **Francisco H. Beltram,** section laborer; **Charles A. Brown,** section foreman; **Juan B. Chavez,** extra gang laborer; **Milton C. Cook,** conductor; **John A. Dugan,** conductor; **John W. Greenley,** boilermaker; **Andres Jimenez,** section laborer; **Chester C. Johnston,** car inspector; **Charles F. Shields,** yardman; **Fay T. Shipp,** conductor; **William Zak,** carpenter.

SACRAMENTO DIVISION: **Acquincis Borano,** carpenter helper; **Aloysius L. Byrne,** engineer; **Thomas J. Cain,** brakeman; **William C. Ferguson,** engineer;

(Continued on page 22)



BOARD OF GOVERNORS of SP Club of San Francisco for 1948 are (seated, l-r): George Frey (treasurer), Ida Lanning (secty), Walter Correia (executive vp), T. E. Voigt (president), Lucy Low (vp-socials), Arthur Harris (insurance mgr), Dan Shea (vp-athletics). Second row: Marian Morgan, Lucille Wohler, O. E. Lovett, Mary Nolan, S. P. Ward, Mary Carey, William Bender (savings club mgr). Third row: H. F. Woods, F. A. Kiehne (band mgr), Charles Purnell, Fred Romani, G. J. Greenwood, R. B. Wilson (parliamentarian). Others, not in picture, are Phil Young and Ray Bannister.



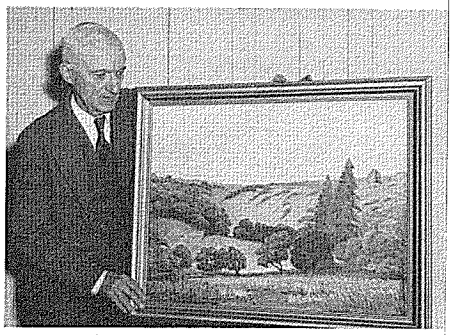
A WORTHY CAUSE was aided by a fine idea when Robert B. Evans, switchman, and Mrs. Evans joined the blood donors at recent drive at Bayshore shops and yards. Realizing the acute need for blood plasma at General Hospital to speed fellow-workers on the road to recovery, Evans brought his wife to be a donor. It's an idea others may want to try next time there's a drive. The couple is shown with Nurse Kathleen Curtis. Seventy-nine pints of blood were given at Bayshore.



JACK KELLIHER (ROLLER CANARIES)



MAURICE POWELL (TICKETS)



FRANK TRUE (LANDSCAPES)

IT'S A HOBBY WITH THEM

THE pursuit of hobbies leads SP men and women along many paths, but none more varied than those shown here. Jack Kelliher of the car distributor's office, Bakersfield, and Mrs. Kelliher raise and show Roller canaries, a hobby they started about six years ago. They increased their original flock of six birds to 175, and today they are in the "master breeder" class, a rating they won last year, when their birds were entered in seven shows and won 24 top-flight trophies and 75 ribbons. Kelliher says the Roller canary is the operatic star of the canary world. It has been developed over a period of 100 years and has an entirely different throat structure from the ordinary canary. The Roller sings with a closed beak, the tones being formed in the vocal cords. Unlike the Kellihers, Maurice Powell sticks close to railroading with his hobby. Powell, who is chair car porter dispatcher at Oakland Pier, collects railroad tickets from all over the world. He started a couple of years ago when he saw a letter in a magazine from a railfan in London who wanted to correspond with somebody about American railroads. Powell answered the letter, sent the Londoner timetables and other railroad data and in return received a number of European railroad tickets. His interest was aroused and now he corresponds with collectors around the globe. Frank L. True, retired supervisor of multigraph equipment, Telegraph Department, SF, now living in Santa Cruz, finds pleasure and relaxation in landscape painting. Recently some of his oils were displayed in San Francisco.





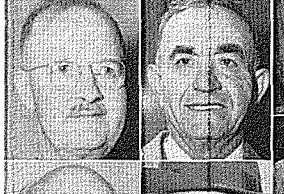


























ON THE VETERANS' HONOR ROLL

PICTURES on these pages were taken at some of the ceremonies honoring veteran SP railroaders who recently retired.

In the group above, the top picture was taken at El Paso Shops when Severo Melendez retired as laborer after 38 years' service. Melendez is standing behind hat on table.

Picture lower left shows C. E. Day (right) receiving good wishes of V. S. Andrus, assistant to the president. Day retired as manager of the Bureau of Transportation Research, Executive Dept. He started with SP in 1905 as an engineering department estimator, later transferred to the Chief Engineer's Office. In 1920 he left to take a professorship in Pei Yang University of Tientsin, China, where he taught railway engineering and allied subjects. Three years later he returned to SP as assistant engineer at San Francisco, later joined the staff of the Bureau of Transportation Research, of which he became manager in January 1942. Day was honored at a dinner by many of his friends in San Francisco on the eve of his retirement.

Picture lower right shows Harry Maxwell (2nd from left, front row) with fellow workers at HU Telegraph Office, Los Angeles, where Harry retired as equipment installer. Others, left to right: Fred Miles, mechanician; A. O. Brant, lineman; R. A. Barnes, lineman; Gus Sheppard, retired general foreman; E. L. Hipp, equipment installer; George E. Keleher, lineman; W. F. Reisenberg, lineman; C. W. Cooke, traveling wire chief.

On the opposite page, in the first row, reading down, are: Frank A. Forbes, who retired as millhand, Oakland Pier; Michael F. McCarthy, special agent, Los Angeles Div., after 40 years' service; R. L. Hewitt, assistant freight agent, 4th & Berry Freight Station, SF, after nearly 45 years of railroading without a personal injury; Dave Wrinkle, city freight agent, SF District, nearly 30 years; H. J. Kleeman, draftsman, Engineering Dept., SF, over 40 years; Ellison J. Dodge, dining car inspector, 23½ years; Horace Willis, clubhouse attendant, DCHR&NS, 18½ years.

Second strip of pictures, reading down: James Buchenery, lead joiner, Oakland Pier, 50 years' service; George Abbott, car inspector, San Jose, nearly 36 years; John Enos, passenger carman, Sacramento Shops, 42 years; George Toffee, trimmer, Sacramento Shops, 27 years; John E. Williams, machinist, Sacramento Shops, nearly 54 years; John D. Lipanovich, car inspector, West Oakland, over 35 years; C. E. Thompson, water service mechanic, Tucumcari, 29 years.

Group pictures on the opposite page, starting at the top, show retirement of Sam Blalock (center), carman, Suisun-Fairfield. With Blalock are, left to right: J. Ramero, carman helper; F. Smith, carman; T. Moore, telegrapher; R. R. Bergholtz, chief carman; R. R. Robinson, trainmaster; John T. Downey, yardmaster; Blalock; Carl C. Engell, yard clerk; A. Meyers, roundhouse foreman; J. W. Wolfe, brakeman; W. B. Ellis, engineer; E. Garben, machinist; C. J. McGinty, yard clerk. Second picture was taken at a party for Frank McCormick, who retired as bridge and building supervisor, Portland Div., after 44 years' service. McCormick is standing behind floral decoration at head table. Third picture shows William R. Hurst (seated) surrounded by fellow workers at West Oakland, where he retired as repairman, System Maintenance of Way Shop, after 27 years. Next is Ramon J. Lopez (left center) with a group of his friends at Tucson Stores, where he retired after 34 years. With Lopez is Storekeeper W. E. Larson, who congratulated him on his fine service. In center of next group is Charles J. Fink, who retired as machinist at El Paso Shops after 31 years' service. The bottom picture was also taken at El Paso Shops when Guadalupe Esparza retired as blacksmith after 40 years' service. Esparza, standing behind man kneeling in front row, fourth from right, never had an injury during his long service.



BRIDAL PARTIES were held recently for two popular General Office girls, Frances Hardy (above, seated 4th from left) of Freight Traffic, and Mollie Rodriguez (seated) at head of table, picture at left) of Aud. Misc. Accts. Frances became the bride of Jack Emerson at Dallas on Feb. 28. She is the daughter of A. P. Hardy, DPA, San Francisco. Mollie has been Mrs. Nick George since Dec. 21.

RETIRED (continued from page 19)

John A. Fernandes, car inspector; William J. Fitzgerald, yardman; Paul Fizer, brakeman; Pietro Guisti, machinist; Charles S. Heency, yardman; James J. Horgan, receiving clerk; Fred C. O'Clair, yardman; Duilio Padini, freight carman; George M. Speer, brakeman; Ben C. Stowers, conductor; Leonard W. Thompson, brakeman; Joe Vitale, machinist helper.

SALT LAKE DIVISION: Malcolm G. Adams, machinist; Clarence B. Battin, agent; William F. Becker, boilermaker; James D. Christensen, machinist helper; Ladislao Contreras, track laborer; John B. Faulkner, conductor; Edward Granata, machinist; Charles R. Magee, sheetmetal worker; William L. Morgan, section laborer; Fenton C. Rohwer, signal maintainer; Fred C. Snooks, conductor; John E. Vail, asst. chief dispatcher; Joseph E. Witcher, brakeman.

SAN JOAQUIN DIVISION: Joe G. Actis, rhse. laborer; Harry L. English, car repairer; Earl C. Giles, conductor; Jay M. Gordon, telegrapher-clerk; James Hirginson, engineer; Ettori Leoni, freight carman; Frank A. Nejedly, telegrapher; Vincent J. Peck, signal foreman; John A. Routzong, conductor; Tom Tucker, train baggageman.

TUCSON DIVISION: Fred H. Banning, conductor; Joe L. Berry, track laborer; Clarence T. Billingsley, yardmaster; Kenner C. Bradford, brakeman; James H. Foster, engineer; Walter J. Howell, relief crane operator; Roy Jones, yardman; Bert A. Kimball, machinist; Ernest T. Moore, brakeman; Luther J. Murphree, engineer; Paul G. Noack, boilermaker; Aden M. Park, machinist; William Reed, car inspector; Roy R. Scott, electrician; Fletcher West, engineer; Edward H. White, brakeman; James W. Wynne, freight clerk.

WESTERN DIVISION: Antonio A. Argiropulos, carman helper; Charles A. Ashenfelter, yardman; Ivar Aasen, signal helper; Alvin L. Brayton, engineer; Robert Wm. Cairns, engineer; Fred H. R. Cooley, mail handler; Joaquin P. Faria, 2nd officer; Oscar A. Fitzallen, car inspector; Michael J. Fitzpatrick, carpenter; Patrick Geagan, crossing watchman; Axel T. Hallberg, drawbridge tender; John F. Harbor, general B&B foreman; Keith Harower, mechanic asst.; Bennie Hart, carman helper; Leslie L. Hopper, electrician; James Joyce, car inspector; Harry R. Lange, engineer; Tom Magiaras, section laborer; Vincent Mangiapane, coach cleaner; Vittorio Martellacci, check clerk; George Mastroyianis, section laborer; John A. Muchos, freight handler; Frank R. McGowan, car repairer; James T. McQuaid, conductor; William M. Nankervis, painter; William E. Noyer, engineer; Christ A. Pasopulas, carman helper; Arthur B. Philbrook, car inspector; Lee R. Sample, engineer; Nick Simin, check clerk; John Wm. Slaughter, crossing watchman; Ralph A. Snyder, telegrapher; Vincent P. Stone, engineer; Jeremiah Sullivan, carpenter; Michael Sweeney, freight bill checker; Alfred W. Thayer, yardman; Joseph S. Vargas, asst. clerk-baggageman; Harry F. Venzke, station engineer; Victor H. Wells, conductor; Glen A. Willis, telegrapher; Frederick E. Winchester, car inspector.

SACRAMENTO SHOPS: Edward Agrinonti, passenger carman; William D. Davis, freight carman helper; Samuel P. Denham, shop clerk; George Wm. Calvert, molder; Robert R. Joslyn, boilermaker; John Radich, blacksmith helper; Flora D. Ross, upholsterer; George B. Toffee, passenger carman; John E. Williams, machinist.

SHASTA DIVISION: Archie de la Montanya, conductor; John Marin, boilermaker helper.

LOS ANGELES STORES: Guadalupe Vega, scrap sorter.

LOS ANGELES SHOPS: Charles B. Dean, freight carman; Thomas Kelly, machinist helper; James H. Nolan, boilermaker; William Platt, machinist; Alfonso Vallicella, boilermaker; John Zucca, freight carman.

WEST OAKLAND STORES: John Barovich, trucker; Joe DeReis, car loader.

GENERAL OFFICE: Mary A. Hanley, telephone operator; William E. Hurst, repairman; Henry J. Kroger, chief clerk; Louise E. LaRocca, clerk; Nellie Leonard, telephone operator; Leroy R. Shafer, asst. general baggage agent.

NORTHWESTERN PACIFIC: Henry J. Frisch, conductor; Edward J. Porteous, engineer; Russell C. Sierck, brakeman; Walter J. Thompson, section foreman; Joseph L. Ward, rate clerk.

SAN DIEGO & ARIZONA EASTERN: Chester A. Reed, yardman.

DIED

LOS ANGELES DIVISION: Willis F. Morse, Feb. 21; Harry A. Pearson, Mar. 1; Evert W. Leighter, Mar. 3; Harry E. Rissinger, Dec. 22; Alice W. Grant, Jan. 1; Donald J. Starr, Jan. 5; Everett B. Morgan, Jan. 13; Karl C. Sagely, Jan. 14. Pensioners: Ysidro Cabrera, Feb. 5; Harry A. Culp, Jan. 21; Guadalupe M. Escareno, Mar. 3; Hal V. Jaynes, Mar. 2; Walter F. Malott, Jan. 23; John B. Morrison, Jan. 31; William H. McPherson, Mar. 4; William F. Phillips, Jan. 31; James C. Smith, Dec. 31; Andrew M. Swartz, in January.

WESTERN DIVISION: Widner T. Curtis, Mar. 4; Wilbur R. Shier, Feb. 11; George J. Ellis, Dec. 17; Fliden P. Ballard, Dec. 31; Rudolph Yugo, Jan. 7; Frank H. Moylan, Jan. 9; John L. Tucker, Feb. 25. Pensioners: Heber R. Davis, Jan. 26; George C. Gentes, date not reported; Yoshimatsu Harada, Feb. 7; Reuben E. Hargis, Feb. 19; Fred W. Morris, Mar. 2; Philip S. Oakeshott, Feb. 10; Manuel H. Pomba, Dec. 20; Minor E. McLain, Mar. 8; Joseph A. Talley, Feb. 8; Matthew Wilde, Feb. 29; Roger Powers, Feb. 22.

SALT LAKE DIVISION: Clifford A. Furniss, Feb. 23. Pensioners: John W. Bonham, Feb. 24; Elof J. Glantz, Jan. 26; Frank Rothenberger, Mar. 3.

RIO GRANDE DIVISION: Lathley L. Lewis, Mar. 6; Charles R. Rogers, Jan. 3; Eber H. Summers, Feb. 13. Pensioners: Otto Beasley, Feb. 4; John A. Bishop, Jan. 21; Ramon Cruz, Feb. 12; Edward S. Deardorff, Feb. 14; Charles T. Haas, Jan. 27; Pedro Sanchez, Jan. 26; George A. Stoddard, Jan. 28; George A. Zierath, Feb. 21.

COAST DIVISION: Alexander Palchevsky, Feb. 17; Frank Spes, Mar. 15; Michael J. Villani, Feb. 2; Charles B. Drake, Dec. 18. Pensioners: Henry W. Etzkorn, Feb. 11; Henry Lohman, Feb. 18; George B. Matley, Feb. 3; Patrick McElligott, Feb. 11; Henry Middendorff, Feb. 20; John A. Pimentel, Feb. 21; Frank W. Sipe, Jan. 26; John M. Stanich, Feb. 15.

PORTLAND DIVISION: Chesley Churchill, Mar. 7; Andrew R. Drysdale, Feb. 6; Alva J. Spence, Jan. 26; V. E. Fraker, Feb. 1; E. R. Hoeye, Feb. 10; Alex Palanuk, Feb. 10. Pensioners: Nicolo Barsotti, Dec. 27; Joseph E. Fraights, Feb. 17; Nathan J. Heath, Feb. 15; Joseph J. Hessel, Jan. 16; John S. Howell, Feb. 22; Fred L. Johnson, Jan. 23; Samuel G. Scanlon, Feb. 16; Ernest Stroud, Jan. 17; Chauncey Trapp, Feb. 17; Lewis G. Williams, Jan. 25.

TUCSON DIVISION: Pensioners: John T. Baldwin, Jan. 10; Schuyler C. Long, Feb. 7; Jose Martinez, Sept. 26; Nathaniel G. Nelms, Feb. 14; Pilar Rodriguez, Feb. 10.

SAN JOAQUIN DIVISION: Frank F. Theis, Jan. 27; Elmer B. Harvey, Jan. 30; Ben O. Knight, Jan. 2. Pensioners: Cuthbert Ayre, Feb. 1; William H. Burrows, Jan. 29; William B. Haines, Feb. 2; John J. Keller, Jan. 26; Richard A. Kennard, Jan. 12; John Varin, Dec. 5.

SACRAMENTO DIVISION: Eric G. Gram, Feb. 7; Thomas E. Gann, Jan. 4. Pensioners: Lorenzo M. Figueroa, Dec. 9; Antone F. Silva, Dec. 27.

SACRAMENTO SHOPS: Chester W. Trout, Feb. 17; Jose F. Garcia, Jan. 2; Jesus Espinoza, Jan. 7. Pensioners: Manuel Fratis, Jan. 19; Narciso Gorl, Jan. 25; Jacob Hof, Feb. 19; Tony Simunovich, Feb. 3; John A. McCarthy, Feb. 4.

EL PASO SHOPS: Eugenio S. Gonzales, Sept. 23; Pablo Moncado, Jan. 18. Pensioner: Addie R. Aylsworth, Feb. 27.

LOS ANGELES SHOPS: Pensioners: John A. Brown, Jan. 28; Alberto Grana, no date reported; James R. Isbell, Feb. 25; George E. Parkhurst, Jan. 29

SHASTA DIVISION: Inez Anderson, Mar. 4.

DCHR&NS: Suthern J. Conley, Mar. 10; Roy E. Johnson, Jan. 14. Pensioner: Kaichi Maekawa, Dec. 25.

STORES: William Tippetts, Sacramento, Jan. 27. Pensioners: Charles H. Thomas, Sacramento, Dec. 16; Charles W. Draper, West Oakland, Feb. 27.

TRAFFIC: William P. Palmer, Los Angeles, Jan. 28. Pensioners: Leonard F. Rosler, San Francisco, Mar. 12; Levias W. Mathis, El Paso, Feb. 7.

GENERAL OFFICES: Wilfred J. Smith, Executive Dept., Mar. 3; Harry L. Newell, Feb. 29; Walter F. Wenzel, Feb. 4. Pensioners: George H. Quackenbush, Mar. 8; William M. Biggs, Mar. 7.

MISCELLANEOUS: Lester Baker, PMT, Redding, Feb. 21; Edward W. Kallen, PFE, Jan. 19; Fluid Perry, PFE, Feb. 26.



JUST MARRIED when this picture was taken were George Gulliher, stenographer in Supt's Office, Tucson, and Addie Mae Merritt of Ontario, Cal.

MARRIED & ENGAGED

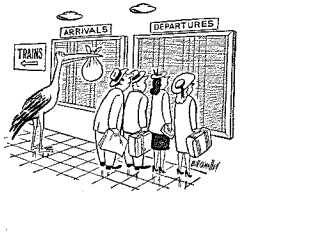
J. E. Whitlock, engineer, Dunsmuir, to Lois Yoursey, Mar. 1; Richard Cool, fireman, to Eola Green, asst. bills payable clerk, both of Dunsmuir, Mar. 1; Nello Ressetto, yard clerk, Dunsmuir, to Pearl Bush, Feb. 25; Joe Italia, boilermaker relief foreman, Bayshore, to Grace Vesla; Ben Simpson, train clerk, Tucumcari, to Jean Manicone, Feb. 7; Bonnie Webb, stenographer, Ogden, to Louis Harper, Feb. 22, and sister Ruby Webb, asst. personal record clerk, Ogden, to Trae Harper, Mar. 15; E. L. Tigh, conductor, Tracy, to Isabell Burnhart, Feb. 1; Albert T. Bartz, fireman, Tucumcari, to Bertie Pittman, Jan. 19; Peggy Green, revising clerk, Aud. Frt. Accts., to Larry Trahey, Feb. 7; Rafael Carranza, tender truckman, EP Shops, to Aurelia Baray, Sept. 6; Marcos Pioquinto, laborer, EP Shops, to Eustolia Sanches, Dec. 18; Wesley T. Gibson, blacksmith, EP Shops, to Rose Espino, Dec. 13; Dean T. Beeman, telegrapher, Fresno, to Ruth Lewis, Jan. 12; Dean is son of T. E. Beeman, telegclerk, Kingsburg; W. T. Watson, chief teletype opr., to Bessie Deville, telegrapher clerk, both of Roseville, Jan. 31; John Milat, water service mechanic, Roseville, to Mary Jane Boroja, daughter of John Boroja, sheetmetal foreman; Merrill V. Steck, mach. helper, Roseville, to Sarah Johnson, Jan. 12; W. H. Ashcraft, car inspr., Roseville, to Ruby Balcuie, Jan. 12; Dave Tofanelli, mach. helper appr., to Minnie LaRose, Jan. 11; Howard Carroll, pipefitter appr., Bayshore, to Virginia Phillips; Maxine Vance, Aud. Pass. Accts. to Robert Gillett, Jan. 31; Adele McCutchen, Aud. Pass. Accts., to Robert Hart, Jan. 31; Amada Rodriguez, Aud. Misc. Accts., to Nichola George, Dec. 20; Joe Villalon, Aud. Misc. Accts., to Evelyn Eaves, of Aud. Frt. Accts; Feb. 27; members of Aud. Disb. Accts. recently married are Irene Miller, clerk, to W. V. Laux, Dec. 27; Bernice Garcia, clerk, to George M. Susto, Dec. 28; Robert J. Baar, clerk, to Agnes Desmond, Feb. 24; Joan June Smallfield, comptometer opr., to Thomas A. Rohrer, Feb. 14; Betty Madison, clerk, to Howard Hudson, Feb. 14; Rosemary Loomis, clerk, Gen. Aud. Office, to Walter Grenfell, Apr. 3; William Ellison, file clerk, to Ortine Thomas, stenographer, both of VP&GM Office, Jan. 11.

Engagements: Joan Peppin, of Aud. Misc. Accts., to Arthur Lockwood; Norma Kanes, Aud. Misc. Accts., to Garth Taylor; in Aud. Pass. Accts., Ruth Mory to Carl Burch, Lila Jean Novake to Edward Kostelec, Rose Young to Andy Fong. Two typists in Asst. Gen. Aud. Office who recently announced engagements are Mae Bernie, to Timothy O'Connor, and Patricia Forquer, to Larry Powell.

BORN

Members of the "New Sons Club" are Frank Still, asst. cashier, 4th & Berry Freight Office, SF; J. L. Bridges, crane operator, El Paso Shops, Nov. 2; C. W. Bethany, electrician, EP Shops, Jan. 31; Robert S. Lake, mach. helper appr., Roseville, Jan. 21; Marguerite and Harold Goddard, clerk, master mechanic's office, and switchman, Roseville, Jan. 22; Lyle F. Price, mach. helper, Roseville, Jan. 18; Joseph Montero, lead car inspr., Roseville, Jan. 10; Darlene and Clyde Ames, insurance clerk and fireman, Ogden; John Morgan, clerk, Aud. Pass. Accts., Feb. 23; Russell Drake, clerk, Aud. Pass. Accts., Feb. 27; W. H. Winkelman, fireman, Klamath Falls, Jan. 28; Betty and Ray Bugee, both clerks in Aud. Disb. Accts., Jan. 24; Eugene Decker, of WO Stores, Jan. 22; Wayne Kingston, appropriation clerk, VP&GM Office, Mar. 12. Mother is the former Betty Ginley, who was a file clerk in the same office; Kay and Ken Harper, Mar. 2. Kay is stenographer in Gen. Aud. Office, Ken formerly worked in the Treasury Dept.

And it was new daughters for Owen Stanley, head trainmen's timekeeper, Dunsmuir, February 16; Lester Height, motor car repairman, Klamath Falls, Jan. 28; Olin Craig, clerk, Aud. Misc. Accts., Feb. 13; John Dodds, Aud. Misc. Accts., Feb. 27; Tony Zammit, machinist, Bayshore; Odell Teal, PMT mechanic, Eugene, Jan. 15; Joseph W. Horton, fireman, Roseville, Jan. 23; R. A. Bowhay, electrician, EP Shops, Oct. 31; Catarino Corona, boilermaker helper, EP Shops, Nov. 27; Gene Briemeister, clerk, Drumm. St. station, SF, Feb. 3; Maxine Paul, clerk, 4th & Berry, SF; Feb. 6; Cliff Wheatley, Jr., clerk, 4th & Berry, Feb. 17; Henry Telleria, clerk, 4th & Berry, Feb. 6 (Mrs. Telleria is the former Mary Parducci, who worked there at one time); J. I. Valdez, Jr., of WO Stores, Feb. 26; J. B. Leonard, relief helper, Roseville Stores, Mar. 9; Mrs. J. Kegg, steno-clerk, Sacto Stores, Jan. 9; B. E. Morgan, lumberman, Sacto Stores, Jan. 22; J. P. Wedge, lift truck operator, Sacto Stores, Feb. 17.



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